

GOVERNMENT WOULD OPERATE RAILROADS UNDER NORRIS BILL

In Competition With Private Owners Through a Federal Corporation.

TO INCLUDE STEAMSHIPS

Senator Norris, of Nebraska, has introduced a bill which is intended to create a Federal Transportation Corporation to be operated by the government, in competition with the privately-owned railroads, says John D. Battle, traffic manager of the National Coal Association in the current issue of Coal Review.

The object of the corporation, as expressed in the bill, is to further regulate interstate commerce for the purpose of preserving reasonable rates. It would not, however, that what is meant by further regulation is that the corporation will acquire sufficient mileage to dominate freight rates and force privately-owned carriers to either meet their competition or discontinue operations. The bill, which is quite lengthy, has been summarized as follows:

Section 1. "The Federal Transportation Corporation" which is authorized to buy, build and maintain railroads, telegraph and telephone lines, own and operate ships of all classes, both in American and foreign service; all United States owned vessels not in use by the navy or army, or otherwise used by the government, to be turned over to the transportation company for use if needed without charge to the company, except the ships are to be kept in good repair.

Section 2. "Provides that the corporation is to be a governmental agency for the further regulation of interstate commerce and for the purpose of preserving fair and reasonable rates."

Section 3. "Provides that the government will grant rights of way, without charge, through any government-owned land; also that the corporation shall have the power to acquire title to any privately-owned coal mines or to lease any coal lands from the government for the purpose of carrying out the act and no fee or rental shall be paid for leasing of any coal mines upon the public domain. The corporation will lease such coal lands as in the judgment of the President of the United States is necessary."

Section 4. "The corporation shall have the right of eminent domain subject to the various state laws, etc. It shall have the right, by proper condemnation proceedings, to acquire title to any existing railroads desired and private purchase them but in making such purchase it shall not be in excess of a valuation fixed thereon by the Interstate Commerce Commission."

Section 5. "The corporation shall be conducted by five directors to be appointed by the President, each salary not to exceed \$12,000. No salary to any assistant shall exceed that amount."

Section 6. "Political or religious affiliations must not be conditions in selecting employees or officials. Efficiency only must govern. A penalty is provided for failure to comply."

Section 7. "In order to finance the corporation the secretary of the treasury will issue thirty-year bonds, at the direction of the corporation, bearing interest at a rate not to exceed 4 1/2 per cent per annum."

Section 8. "Income, after paying expenses, etc., shall be used to retire bonds, but if not able to retire them the treasury will issue more bonds but not to exceed \$5,000,000,000 in the aggregate unless authorized by Congress."

Section 9. "The corporation must acquire sufficient rail mileage to fully regulate passenger and freight traffic within the United States and it shall acquire lines connecting the Atlantic and Pacific Oceans and the Great Lakes with the Gulf of Mexico in carrying out the provisions of this act."

(From the above it would seem that this means the corporation shall acquire enough mileage to dominate rates and fares and such rail lines as are not operated or owned by this governmental corporation would be forced to meet the competition or go broke.)

Section 10. "Provides a penalty for making false reports."

Section 11. "This corporation will be subject to all laws of the United States except as may otherwise be provided by the act creating it."

Section 12. "Provides that an appropriation of \$500,000 out of the treasury is to be made upon enactment of the law for organization purposes. This amount is to be returned to the treasury from earnings of the corporation as soon as possible."

William P. Carey, Rib Bored, Killed In Fall of Slate

William P. Carey, 32 years old, a rib was in the back when he was killed while at work Wednesday afternoon when caught under a fall of slate. He suffered a fractured skull and a broken right ankle. Beside him was Mrs. Mary B. Carey, he survived by three children, Francis, Catherine and Anna, two brothers, Simon and Patrick Carey, of Upper Meriden and two sisters, Mrs. Nora Richardson of Upper Meriden and Mrs. John McMurrough of Snook. Mr. Carey was a veteran of the World War.

Funeral services will be held Saturday morning at 9 o'clock at St. Hedwig's Catholic Church at Snook. Requiem high mass will be celebrated. The interment will be made in St. Vincent de Paul's Cemetery at Leisnering No. 1.

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Sister of Supt. Smith Follows Her Father in Death

Within two days after the death of her father, Joseph Housman Smith, Mr. Eva Faye Smith Forsythe, wife of H. S. Forsythe of Belle Vernon, died Sunday morning at 10:30 o'clock at the Smith home, where, with her husband and family, she and her mother had been residing for about a year. Pneumonia was the cause of death. She was 41 years old and in addition to her husband is survived by two children, Cathryn Smith Forsythe and Harold Gordon. One brother, Bela B. Smith, superintendent of the Connellsville Schools, and the mother, also survive. The bodies of father and daughter yesterday lay in adjoining rooms.

The service for Mr. Smith was conducted Monday afternoon at 2 o'clock. The funeral of Mrs. Forsythe was held Tuesday afternoon.

HARRY F. BOVARD, WESTMORELAND CO. POLITICIAN, QUILTS

GREENSBURG, Jan. 24.—Most interesting of all political news that has been stirring this "presidential year" of 1921—at least to people of Westmoreland county—will be the declaration by Harry F. Bovard of Greensburg, that he is retiring from politics. Conceded by all factions and parties to be the unquestioned leader in the county. Mr. Bovard announces his retirement at a time when he occupies a place of prestige seldom reached by men who play the political game.

Leadership of the Republican party in Westmoreland county involved arduous duties. It occupied a great portion of his time and he has been seeking that the Republican county organization was functioning throughout the year and not coming to life only during campaigns.

Several weeks ago, following the death of the late Julian D. Huff, Mr. Bovard was elected president of the Keystone Coal & Coke Company. This prompted him to take immediate action on the matter which he had been considering prior to that time. The immense interests of the Keystone leave little time for his political endeavors.

His retirement was made public by County Chairman Edward A. Greener, with whom he has worked in party affairs for a number of years.

SOUND CREDIT AUGURS WELL FOR 1924 BUSINESS

The business outlook for 1924 is bright, John C. Howell, New York economist and head of the Brookline Economic Service, declared in an address Tuesday at a luncheon at the Pittsburgh Advertising Club at the William Penn Hotel, Pittsburgh. He was introduced by Andrew Connelly, president of the club.

"There is an unusually sound credit situation," said Mr. Howell. "Considerable pressure exists to place money in profitable channels. Production and consumption are now running pretty well in balance. He continued in part:

"Any increase in the current demand would rapidly create a condition of shortage. This is one of the powerful factors making for increased production. We have an unusual volume of purchasing power throughout the country distributed among farmers and industrial workers, investment and professional classes."

"The attitude of the buyers has been conservative for a year, but conditions today may rapidly change and buying demand of an unusual volume appear. The conservatism in buying can be broken down by a revival of intelligent and aggressive salesmanship."

"The foreign conditions are improving to the extent that they are rapidly returning to normal in production and consumption. A prosperous world can have but a favorable effect upon the United States."

Cleaning Up Orient For Early Operation

The Hillman Coal & Coke Company, which purchased the Orient coke plant at sheriff's sale in December, is cleaning up the mine preparatory to early operation and the production of coke.

Samuel B. Ramsey Veteran Frick Man

TARR, Jan. 30.—Samuel B. Ramsey, who died suddenly recently at his home here, was employed for 47 years by the C. F. Frick Coke Company, at various places in the region. He was a member of the Church of God at Alverton, which he joined three years ago.

Women Would Plant Community Tree on Lawn at City Hall

The Civic League has asked Council for permission to plant a fir tree—a community tree—on City Hall lawn. The matter was presented at the meeting Monday night by Mrs. A. E. Vannatta.

When it was referred to Councilman James Wardley, superintendent of parks, he said he would have to inquire into the restrictions placed on the use of the grounds by the donor, Zachariah Council.

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LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, January 26, 1921.

Ovens	No.	Name of Owner	Address
MERCHANT OVENS			
187	1	Mr. Pleasant Coke Co.	Greensburg
188	2	Brush Run	Brush Run
189	3	State Coke Co.	Greensburg
190	4	Corrado-Schmidt Coke Co.	Greensburg
191	5	W. J. Ramsey	Greensburg
192	6	Corrado Coke Co.	Greensburg
193	7	Corrado-Schmidt Coke Co.	Greensburg
194	8	Corrado-Schmidt Coke Co.	Greensburg
195	9	Corrado-Schmidt Coke Co.	Greensburg
196	10	Corrado-Schmidt Coke Co.	Greensburg
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Four Hundred Gather at Banquet In Tribute to Gaetano Corrado as Title of Chevalier Is Conferred

Chevalier Gaetano Corrado!
As a climax to what was the most remarkable testimonial ever accorded a citizen of Connellsville, the foregoing title, together with the cross of a Chevalier of the Crown of Italy, was conferred on him whom his friends who are many in Connellsville, in Fayette county, in a large part of Western Pennsylvania know better as plain Guy Corrado, at a banquet in his honor at Maddox Hall, Thursday night at which were gathered a few over 400 persons—men and women from all walks of life in the city and community and the region round about.

There have been testimonial banquets in Connellsville before, but one will have to search in vain for the record of one of the magnitude of Thursday night's affair and for one in which there prevailed greater esteem and good will for the one the people sought to honor.

Representative citizens of Connellsville, Uniontown, Greensburg and other places composed the assemblage that filled every available space in the hall. Side by side with men of wealth and influence sat others with less of this world's goods but standing on the same plane in friendship with the honored guest of the occasion.

To Chevalier Telesio Lucchi, the royal Italian consul in Pittsburgh, fell the honor of presenting the medal. Preceding him Linford F. Ruth, a toastmaster; Attorney Edward Carter, Higgins of Connellsville; and Chevalier Carlo Schiano of Pittsburgh, the last named representing the Italian government, paid glowing tribute to the worth of Guy Corrado to the city and community as a citizen.

The great number to be served and the limited space for moving about when all had been seated slowed the service to some extent and it was after 11 o'clock when the toastmaster, Ruth rose to introduce the speaking program. He expressed extreme pleasure in having the honor of a part in paying honor to "our townsmen and friend" and lost no time in introducing the first speaker, Mr. Higgins, after having read messages of regret from a number who found it impossible to come.

The assembly, Mr. Higgins, the principal speaker of the evening, said was not so much because the king of Italy saw fit to honor a citizen of the community, but because of the citizen in whom the honor was conferred. The honor, he said, was one which could only be given to a man who had made the Italian race proud to have him, the Italian race could not have the glory of the honor conferred on him, while Mr. Corrado was of Italian ancestry, he was born on American soil.

"His career," he continued, "is a brilliant illustration of the glory of our institutions, for it is a long road, from a shoe shop in Main street on the Corrado coal and coke interests of which Mr. Corrado is the head and through which he has risen in a little over five years from a coal of limited means to wealth."

But after all, Mr. Higgins went on, the gathering was not to pay tribute to what the honor guest had achieved, but to the business world of what he is.

"We are here to live with him, we know him, we like him and we want to speak of him as just plain Guy Corrado."

Chevalier Schiano spoke in Italian, making frequent use of the name of Mr. Corrado and causing outbursts of applause. Major Schiano saw service during the war in the Italian army and also served with the American Expeditionary Forces as a member of the 222nd Infantry and on the staff of General Pershing. He was severely wounded three times. He wore a button of the American Legion, introductory to a presentation of the degree and medal to Mr. Corrado, Chevalier Lucchi, who was a battleship commander in the war, made a plea in behalf of the Italian population of the region, referring to the many Italians of high type who are of the most desirable citizens. He said he had received many invitations since becoming consul to attend banquets but that none gave him the pleasure of that of this occasion on which one of the Italian race was so signally honored.

At the conclusion of Mr. Lucchi's address, W. S. Ruffner of Greensburg who for four years was an American consul in Italy spoke briefly on the long-standing friendship between the United States and Italy and of the kindly feeling of the Italian people toward those of the United States. Today, he said, the Italian nation adheres to the traditional friendship with the people of the land of opportunity. He ended with a tribute to Mr. Corrado, wishing him long life for the enjoyment of the prosperity that is his.

In his response to the many tributes that had been paid him, Mr. Corrado said:

"Several months ago when I was advised that I had been honored by the Kingdom of Italy, I first wondered why it had been done, and then reflected that it was one of the few worthwhile things I had ever received without paying for them. But I was not looking forward to this occasion, and not yet realized that in time I would pay, and now that time is here, for among the many things I cannot do, making a speech stands first."

"But in all seriousness, Mr. Consul, this evening should ever be remembered by me and my family and should mark as a epoch in our lives, because it brings to me a distinction which will become a priceless heritage to my children. This degree and this medal symbolize much for they betoken the regard and esteem in which the recipient is held by a great nation, a nation which for centuries has withstood the storms of international strife, and which early in the recent World War, took its place in the ranks on the side of

justice, of humanity, and of righteousness, and which now, under the leadership of that great and indomitable patriot, Mussolini, is holding her rightful place in the Council of Nations."

"I am not unmindful that the honor which you bestow carries with it an obligation of equal importance, the obligation upon me to do what I can to make this my life's work."

"You, Mr. Consul, represent the country of my forebears, and as much I wish to assure you that my appreciation of this distinction is beyond expression, and that the honor so graciously conferred is cherished second only to my allegiance to this wonderful nation which was given to the world by Christopher Columbus."

Circumstances over which they had no control made it impossible for many friends of Mr. Corrado to attend. Among those who sent regrets were Judges E. H. Kappert and J. Q. Van Swearingen, J. B. Yehle of Pittsburgh, W. A. A. Rayner of Greensburg, H. F. Bovard of Greensburg, G. W. Martin, division superintendent of the Baltimore & Ohio Railroad Company in Connellsville, and Ross S. Mac-

The list of honor guests, most of whom were seated at the table with Mr. Corrado, contained the following names: Judge J. Q. Van Swearingen, Judge E. H. Kappert, Judge J. C. Work, Chevalier Schiano, S. Ray, Shelby, J. B. Henderson, James B. Yehle, Harry F. Bovard, W. H. Ching-ermann, John S. Langley, Elliott L. Hibbs, George W. Hibbs, Senator Guy W. Brown, James E. Torrance, Walter C. Arter, Sheriff John Q. Adams, District Attorney E. D. Brown, Mayor C. C. Mitchell, Councilmen C. M. Stone, James Wardley, R. L. Berg and Jesse A. Cyrher, H. M. Kephart, Bruce F. Sterhag, Rev. E. A. Glennon, F. W. Boots, Albert M. Raymer, Frank Gigliotti, Cataldo Palladino, Congressman S. A. Kendall, Judge Charles D. Copeland, Chevalier Joseph Natta, John R. Byrne, Captain E. Dunn, Frank A. Maddox, Edm. H. McClelland, John P. Kilgore, Earl Huston, William S. Rial, William J. Ruffner, George W. Martin, Joseph Corrado, Mrs. Santana Cuperage, Richmond Gahardi, Prof. C. Piroch, Rev. F. DeFrancesco, F. DeFiorolono, M. B. Pryce and John L. Gama.

Another, at the table with Mr. Corrado, was his wife, who shared in the honor showered upon her husband. The testimonial was under the direction of a committee composed of Philip Galfardi, Alfonso Basileone, Rev. Henry DeVito, Pasquale Butano, Lawrence E. Cuneo, Frank D'Amico, Peter M. Ruffi and Bruno Cuperage. On the reception committee were E. T. Norion, Giuseppe Tancredi, John A. Armstrong, Edward K. Dick, Pasquale Gikthoff, Antonio Butano, Matteo Ruggeri, Vincent D'Amico, Frank W. Wright, W. D. McGinnis, Pasquale Falso, Charles Schepis, Harry Dunn, Frank Pulla, R. DeAngelis, Vincenzo Donato, Jerry Darbar, J. R. Davidson, P. E. Markell, H. George May, Domenico Vona, William H. Solimon, James J. Dougherty, Carlo Rossi, John Duggan, Tony Lizza, Vincenzo Corrado, Michael Bernardo and J. Kirk Renner.

Members of the organization known as the Children of Mary of St. Rita's Italian Catholic Church served, under the general direction of Rev. Henry DeVito.

During the banquet Kieferly Orchestra played, while Miss Theresa Santoro of Mount Pleasant sang and Jerry DeMaria of East Liberty sang and gave impersonations. C. T. Santoline was accompanist for Miss Santoro.

American and Italian flags and the Italian colors, red, white and green, were used in ball decorations. Vases of carnations and narcissus graced the tables.

Railroad Taxes
Pass a Million
Dollars a Day

"While the railways themselves have been making new records of various kinds, the tax gatherers also have been making a new railway record," says the Railway Age. "The statistics of the Interstate Commerce Commission for November, 1923, which recently have become available, disclose that in that month the tax accruals of the Class I railroads amounted to \$30,585,022, or \$1,019,517 a day. This was the first month in history when the tax accruals of the railways exceeded a million dollars a day."

"The steadiness and persistency of the increase in railway taxes regardless of all changes in the volume of business, earnings and in operating expenses is illustrated by the following statistics giving the tax accruals in November of each of the last six years: 1918, \$15,910,000; 1919, \$18,250,000; 1920, \$22,342,000; 1921, \$25,042,000; 1922, \$27,281,000; 1923, \$30,585,000."

"Since 1919 the taxes paid by the railways have regularly exceeded the cash dividends paid by them. In 1922 the taxes of the Class I roads exceeded their dividends by about \$24,000,000. The total taxes of these roads for 1923 are estimated at over \$330,000,000, and if they continue to increase in 1924 as they did in 1923, they will amount this year to approximately \$365,000,000. This would exceed the dividends paid by these roads in any year since 1914 and would be equivalent to a dividend of five per cent on all their outstanding stock."

"Why do not any of those who are urging a restoration of pre-war railway rates also advocate a restoration of pre-war railway taxes? The taxes of the railway are now about 170 per cent greater than they were 10 years ago."

"In view of the fact that these unprecedented achievements were accomplished despite the miners' strike of 1922 which left active power and coal in a deplorable state, it would appear that there is little, if any, justification for tampering with the Transportation Act at this time."

The Mining Congress Journal although in favor of a reduction in rates on basic commodities and an increase, if necessary, in rates on

COAL SUPPLY FAST BEING REDUCED TO THIN SEAMS ONLY

Pittsburg Is Now Nearing Exhaustion, Leaving Freeport and Kittanning.

PLENTY IN SOMERSET CO.

Pennsylvania's future bituminous coal production will not come from thick coal of good quality but from thin of medium or poor quality, which will entail a gradual increase in the use of machinery for preparing the coal for market, James D. Slater, associate state geologist, said in announcing the results of a survey of new mines by the State Geological Survey.

The Pittsburg coking coal, the production of which is largely from Fayette and Westmoreland counties will practically be exhausted within a few years, leaving the only remaining large area in Greene county.

The survey also disclosed that the supply of Pittsburg steam coal of which Allegheny county was the center of production is about exhausted. Increased domestic demand has made it profitable to reopen many mines in the county to remove the pillars. Mines also are being opened in the report, led in the northern part of the Allegheny county.

This bed lies below the Pittsburg and is about four feet thick. The Redstone and Sewickley beds lie above the Pittsburg, average about three feet in thickness and recently have been opened in many places. Neither of these, however, has the excellent quality of the Pittsburg bed, being generally rather high in ash and sulphur and much refuse must be handled in working them.

The Monacahton bed in Clearfield county, which was a highly valued coal for a number of years, is about exhausted, but the Brookville and Lower Kittanning beds, which lie beneath it, are gaining in importance because of the increased demand in the eastern markets for their steaming qualities.

The report and Kittanning beds practically are untouched in Fayette and Westmoreland counties, because they are under cover nearly everywhere. Mr. Slater said, declaring these beds will come into importance after the Pittsburg has been worked out. He asserted that within the next 50 years the major part of the production in these counties will not be from Pittsburg but the thinner beds above and below it.

In Somerset county the coal beds are almost untouched in many areas and are of excellent grade of low volatile, smokeless coal. Mr. Slater said this coal is in demand for domestic and railroad fuel and for foundry and smelting use, pointing out that it does not coke when used in domestic furnaces, is free-burning and the ash does not clinker the grate.

Railroad Efficiency

The Mining Congress Journal

Transportation needs of the country have been met by the railroads during the year 1923 in a manner that deserves commendation. The achievements of the carriers are reported to by the Interstate Commerce Commission as "unprecedented."

The greatest volume of traffic in history was moved without serious delays and car shortages. During the year there was substantial improvement in the condition of all railway equipment. Expenditures for new equipment to meet the growing transportation requirements of the country exceeded those of any previous year. The carriers started for railroad use the largest supply of coal ever set aside by them for that purpose.

Through cooperation with shippers there was a noticeable increase in the earlier movement of various commodities which resulted in making available an increased amount of freight equipment for the crop movement in the late summer and fall months. During nine consecutive months of 1923, car loadings averaged more than a million cars weekly.

Despite the record of railroad efficiency, however, the earnings of the carriers as a whole fell short of the moderate return of 5 3/4 percent, the return being estimated at 5 1/2 percent on the tentative valuation fixed by the Interstate Commerce Commission for rate-making purposes.

Expenditures for new equipment totaled \$1,078,897,940. Additional expenditures authorized for this purpose, but carried over into 1924, amounted to \$300,806,819. Expenditures during 1923 for fuel, materials and supplies approximated \$1,900,000,000. A total of \$3,176,704,759, it would be seen, was expended or authorized to be expended during the year to improve and maintain the railroads.

This vast outlay of money represents an important factor in the prosperity of the country. Over three billion dollars have gone to the industry and the labor of the country. The business activities thereby stimulated have in turn increased the domestic demand for both products of manufacture and of agriculture.

In view of the fact that these unprecedented achievements were accomplished despite the miners' strike of 1922 which left active power and coal in a deplorable state, it would appear that there is little, if any, justification for tampering with the Transportation Act at this time.

The Mining Congress Journal although in favor of a reduction in rates on basic commodities and an increase, if necessary, in rates on

West Virginia Coal Tonnage Passes 100-Million Mark; May Soon Surpass Pennsylvania

Output During 1923 Fifth of Total Mined in the United States.

CHARLESTON, W. Va., Jan. 22.—Northern West Virginia's 1923 coal production of 31,774,450 tons, added materially in sending the states coal tonnage over the hundred million mark for the first time in history and a bringing about a production record far in excess of any mark reached in previous years, according to A. O. Wilson, chief statistician for the Kanawha Coal Operators' association.

The report, which has just been issued here, shows the production for the entire state in 1923 to have been 104,843,450 tons, or more than one-fifth of all the bituminous coal mined in the United States during the first 10 months of 1923, an increase of almost 30 per cent, the report shows. The figures, quoted include not only the Morgantown, Clarksburg and the Fairmont fields but the Panhandle district and a few scattered mines served by the Pennsylvania and Western Maryland railroads.

Freedom from labor difficulties, one of the chief causes for the production in the northern district in 1923, is given as one of the principal reasons for the increase last year.

The northern district made a notable gain in tonnage the greatest percentages of gain was made by the territory served by the Kanawha & Michigan railroad, which includes part of the Kanawha field. Production in this territory was boosted from 1,867,500 tons in 1922 to 4,538,381 in 1923, an increase of more than 2 1/2 per cent. Here, as in the northern district, the chief cause for the high

finished products, does not believe amendments to the Transportation Act at this time will serve the public interest or accomplish any good purpose.

The costly lesson learned as the result of the country's experience with the United States Railroad Administration, should have fully demonstrated the futility of government interference with private management. As long as the roads are being managed and operated efficiently, they should be left alone by legislators. They should be permitted to carry out their program of cooperation with shippers and the general public without being subjected to further handicaps which new legislation might impose.

LEISNERING NO. 1 PRESBYTERIAN CHURCH BURNS

Fire Apparently Overcome Creeps Up Between Walls, Beyond Control.

LOSS PLACED AT \$10,000

The First Presbyterian Church at Leisnering No. 1, a frame structure, was totally destroyed by fire late Sunday afternoon when flames which started in the basement got beyond control of the H. C. Frick firemen.

The Connellsville department was called and Chief W. E. DeBoit, together with some volunteer firemen, responded. The entire building was in flames when the firemen arrived. The total loss is estimated at about \$10,000.

The fire was first discovered about 4 o'clock when Mrs. Ray Fisher, who resides nearby, noticed smoke issuing from the building. The Frick firemen were called out and when they arrived flames were breaking through a hot-air register in the auditorium. The flames were extinguished and the building was inspected to determine if the fire was completely out. No other fire was discovered but while the men were busy rolling up their hose flames broke out through the roof and spread rapidly. They had been confined between the weather boarding and plastering.

A call was sent to Connellsville and shortly afterward the bell crashed from the tower. The local department added another stream to the two the Frick firemen were playing on the blaze. It was evident, however, that the place could not be saved. When sparks began to fly to wards nearby residences the firemen pushed the wall in.

The only things saved from the church were the piano and 12 new hymn books. One hundred of these and only recently been purchased by the daughters of Ruth Bible Class. At the morning service yesterday they were used for the second time.

Light insurance was carried. The church was in a flourishing condition being entirely free of debt. The church was built under the direction of John Esser, then superintendent of the old Leisnering works, and now residing at Big Gap, W. Va. It was larger than required by the present congregation and it is likely a smaller one will replace it. The church had a seating capacity of about 500. The congregation is approximately 150. At present the church is without a pastor and Rev. David E. Miner has acted as a supply minister since the resignation of Rev. William Hamilton.

mark was the absence of labor difficulties. Many of the mines in this field were closed by strikes in 1922.

The record of the state is regarded as the more remarkable because of the fact that the mines were hampered during the early part of the year by a 60 cent car supply and during the latter half by stagnant market conditions.

Loss of ground by reason for the strike of 1922 reduced production of coal of United Mine Workers from 654 per cent of the state's total in 1920, the last year when comparative figures are available, to 357 per cent of the record production of 1923, the report reveals. Of the 103,834,836 tons mined in 1923, only 27,777,169 tons were taken from union mines, while unorganized miners produced 76,057,677 tons or 73.3 per cent of the total. The union's share in the 1923, 487 tons mined in 1920 amounted to 66,196,254 tons, or 65.4 per cent of the total.

The union's greatest strength is in the northern district where organized miners produced 22,953,215 tons, or 54.4 per cent of the total tonnage taken from the district. Loss of the entire New River district, large part of the Kanawha district, and considerable ground in the northern district as a result of the reverses suffered in the strike of 1922, is accountable for the decreases in union tonnage according to the report.

At the present rate of increase West Virginia will soon overtake Pennsylvania as the leading bituminous coal producing state of the country, Mr. Wilson said. The United States Geological Survey reports show Pennsylvania production in 1922 was 112,148,208 tons. West Virginia's production in that year according to the same source of information was 89,485,192, its increase amounting to 23,246,664 tons. Pennsylvania's increase in 1923 due to local labor difficulties is expected to be slight if any.

It was said that future fire, always allowed to go out after the service, had nearly died when Ray Fisher, Samuel Lang and H. R. MacBurey, the former two elders and the latter a trustee in the church, left the church yesterday. They were the last to leave.

A meeting of the elders and trustees will be held this evening at the home of Ray Fisher to make arrangements for temporary quarters. It is likely permission to use the Frick auditorium will be asked. It is the intention to rebuild.

R. L. Hennessey Is New Travelling Coal Freight Agent B. & O.

R. L. Hennessey has been a qualified traveling coal freight agent of the Baltimore & Ohio railroad for many years.

Mr. Hennessey was chief clerk under Mr. McCormick and since the latter's removal to Philadelphia has served as acting traveling coal freight agent. Mr. Hennessey's head quarters will remain in Uniontown.

B. & O. Moves to Close Station at Markleton

HARRISBURG, Jan. 24.—A hearing before the trustees of the Pennsylvania Public Utilities Commission will be held in Pittsburgh next week on the petition of the Baltimore & Ohio railroad to close the station at Markleton, Somerset county.

For some time the railroads in Pennsylvania have been cutting down the agency stations and also closing stations, some of which were either higher railings or established during the war. The commission has been disposing of each case upon its merits.

Mr. McCormick and since the latter's removal to Philadelphia has served as acting traveling coal freight agent. Mr. Hennessey's head quarters will remain in Uniontown.

U. S. Steel Will Spend 15 Millions at Homestead, Gary

NEW YORK, Jan. 24.—Three projects involving expenditures of \$15,000,000 for plants at Homestead, Pa. and Gary, Ind., are under consideration by the United States Steel Corporation, Judge Gary said in a statement today.


M. L. McElheny, B. & O. Trammaster Here, Is Promoted to New York

Effective February 1, it has been announced at the Baltimore & Ohio offices here, Matthew L. McElheny, trammaster of the Connellsville Division, will become superintendent of terminals in New York. His successor here has not been named. Mr. McElheny succeeds E. J. Hamner who goes to the general offices in Baltimore.

Mr. McElheny has been located here for about six years. He entered the service of the railroad company at Pittsburgh following his graduation from college. A number of traffic records on the local division have been broken during his regime. He is well known in railroad circles and his family is well known socially.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, January 26, 1924.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
40	40	Adah	Greenburg
204	204	Adah No. 1	New York
204	204	Adah No. 2	New York
712	712	Adah No. 3	Pittsburg
240	240	Adah No. 4	Pittsburg
240	240	Adah No. 5	Pittsburg
240	240	Adah No. 6	Pittsburg
240	240	Adah No. 7	Pittsburg
240	240	Adah No. 8	Pittsburg
240	240	Adah No. 9	Pittsburg
240	240	Adah No. 10	Pittsburg
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240	240	Adah No. 96	Pittsburg
240	240	Adah No. 97	Pittsburg
240	240	Adah No. 98	Pittsburg
240	240	Adah No. 99	Pittsburg
240	240	Adah No. 100	Pittsburg



**CONNELLSVILLE, PA.
(WESTSIDE)**

Community Activity

This bank takes an active interest in the development of the community. Positive growth and prosperity help everyone who lives here.

UNION NATIONAL BANK

Connellsville, Pa.

